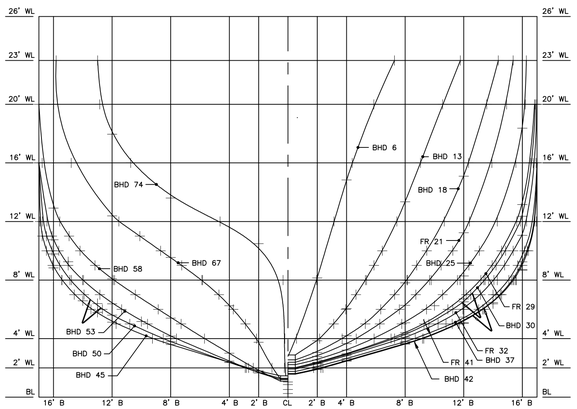
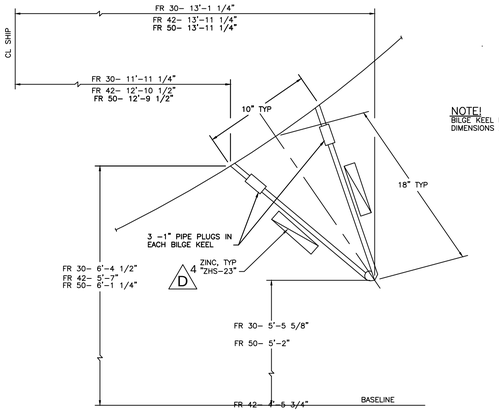
Bollinger
ALGIERS, INC.
Mr. Jackson
Bollinger
ISO-9001 CERTIFIED
Miss Darby
NOAA
R 332



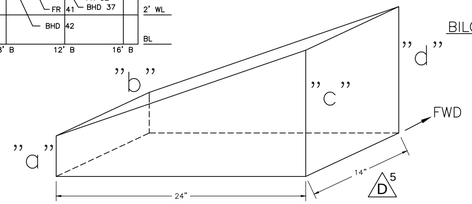
MAIN SECTIONS

SCALE 3/8"=1'-0"



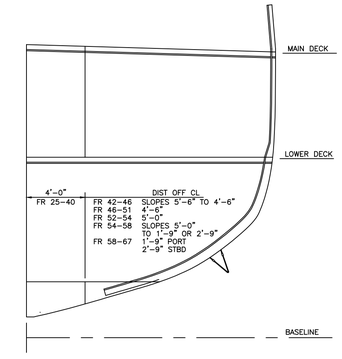
NOTE!
BILGE KEEL LOCATION DIMENSIONS ARE SCALED

BILGE KEEL DETAIL



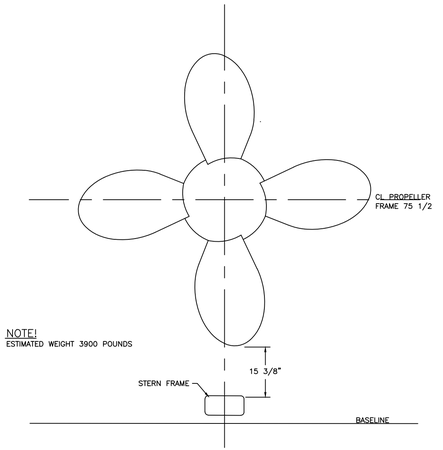
DETAIL 9–D

TYPICAL SIDE BLOCK



TYPICAL SECTION – FRAME 39

SCALE 3/8"=1'-0"



NOTE!
ESTIMATED WEIGHT 3900 POUNDS

PROPELLER

SCALE: 1"=1'-0"

LIST OF SHELL OPENINGS

ITEM NO.	SERVICE	REF NO.	SIZE	SIDE SHIP	FWD	AFT	FR	DIST ABV BL	DIST OFF CL
				P/S	(LOCATED ON PLAN & PROFILE)				
1	DOCKING PLUGS	14	2"						
2	CHAIN LOCKER OVERBOARD	8	1–1/2"	S		8"	7	14'–0"	4'–9"
3	SEWER PUMP OVERBOARD	8	4"	P		12"	36	9'–6"	16'–3"
4	SINK DRAIN	8	2"	S		12"	47	14'–0"	17'–0"
5	SINK DRAIN	8	2"	P	12"		58	14'–0"	17'–0"
6	SINK AND DECK DRAIN	8	2"	P	12"		66	14'–0"	14'–3"
7	SINK AND DECK DRAIN	8	2"	S		12"	64	14'–0"	14'–4"
8	DECK DRAIN	8	2–1/2"	P		12"	28	19'–1"	16'–2"
9	DECK DRAIN	8	2–1/2"	P		12"	67	18'–10"	16'–0"
10	SALTWATER DISCHARGE (COOLING SYSTEM)	7	3–1/2"	P	12"		51	5'–6"	11'–6"
11	SALTWATER DISCHARGE (COOLING SYSTEM)	7	3–1/2"	P		10"	51	5'–6"	11'–6"
12	DISTILLER OVERBOARD	5	2"	P		6"	44	14'–0"	17'–0"
13	DISTILLER OVERBOARD	5	2"	S	10"		40	14'–6"	17'–0"
14	SALTWATER DISCHARGE (SERVICE PUMP)	5	4"	P	9"		53	5'–6"	12'–0"
15	SALTWATER DISCHARGE (SERVICE PUMP)	4	3"	S	12"		54	5'–9"	12'–3"
16	SALTWATER DISCHARGE (AIR CONDITIONING)	9	3"	S		12"	48	9'–6"	16'–6"
17	SEA CHEST, LOW	2	14"x22"	P/S			42–1/2	4'–2"	9'–10"
18	SEA CHEST, HIGH	2	14"x22"	P			42–1/2	6'–11"	14'–9"
19	SEA CHEST		18"	S		12"	45	6'–9"	9'–10"
20									
21									
22	SIMRAD 38–22–F, KSV–031722		–	P		12"	30	2'–6"	5'–2"
23	DIESEL OIL OVERBOARD	27	2–1/2"	P	6"		44	16'–0"	17'–0"
24	TOILET & SLOP SINK OVBD	8	2"	P		9"	40	14'–0"	17'–0"
25	FW TANK OVERBOARD	28	1–1/2"	P	12"		34	18'–8"	17'–0"
26	SALTWATER DISCHARGE (REEFER SYSTEM)		6"	P	12"		13	14'–6"	8'–4"
27	SEA CHEST		14"x22"	S	10"		12	4'–0"	2'–0"
28									
29	CONDENSATE SUMP DISCHARGE		1–1/4"	P	10"		12	17'–6"	8'–6"
30	SALTWATER DISCHARGE (HYD OIL COOLING SYS)		2"	P		6"	43	13'–6"	17'–0"
31	SALTWATER DISCHARGE (HYD OIL COOLING SYS)		2"	S		12"	67	15'–2"	13'–6"
32	WEBSTER 40 KHZ		5–3/4"	P		7–1/2"	31	3'–6"	6'–10"
33	FURUNO 200 KHZ, CA200B–BB		3–3/4"	S	3"		31	2'–6"	6'–10"
34	FURUNO 200 KHZ, CA200B–BB		3–3/4"	S	3"		31	2'–6"	6'–10"
35	FURUNO 50 KHZ, CA50B–9B		3"x5–1/2"	S		9"	30	2'–6"	6'–10"
36	ROSS 100 KHZ		4–3/4"	S		12"	30	2'–3"	3'–2"
37									
38	SEA CHEST		22"x24"	P		12"	55	6'–6"	
39	SEA WATER TEMPERATURE SENSOR		1"	P		13"	42	11'–11"	17'–0"
40	SIMRAD ES38B–7, KSV–074531		ø19"	P		12"	33	23"	54"
41	SIMRAD ES120–7, KSV–088277		ø7–3/4"	P		12"	32	23"	49"
42	SIMRAD 200–28–E, KSV–109178		ø7–3/4"	P		12"	32	23"	59"
43	TRANSDUCER WELL		–	P	10"		32	24"	17–1/2"
44	SIMRAD ITI, KSV–049983		17–0"	P		8"	36	24"	7'–0"
45	FURUNO SPEED LOG, BFC13520–1		20–1/2"x3–0"	S		12"	30	26"	5'–0"
46	SIMRAD COMBI 50/200, EQ–50		3"	P	11"		31	26"	33"

GENERAL NOTES

1. PRINCIPAL DIMENSIONS
   - LENGTH OVER ALL 170'–0"
   - LENGTH BETWEEN PERPENDICULARS 152'–0"
   - BEAM 34'–0"
   - DEPTH MIDSHIPS OF LBP 18'–3"
   - DWL (MEAN) 12'–6"
2. FOR PAINTING OF SHELL SEE REF 24
3. LIGHT SHIP APPROX. 679 L.TONS
4. MLD DISPLACEMENT ON DWL 906 L.TONS

"ALTERNATE" DOCK BLOCK ARRANGEMENT

BASED ON 28"x48" KEEL BLOCKS ON 72" CENTERS

POSITION NO.1		POSITION NO.2 FLEET SHIP FORWARD 36"	
KEEL BLOCK NO.	LOCATION FWD OF SRP	KEEL BLOCK NO.	LOCATION FWD OF SRP
1	19'–6"	1	16'–6"
2	25'–6"	2	22'–6"
3	31'–6"	3	28'–6"
4	37'–6"	4	34'–6"
5	43'–6"	5	40'–6"
6	49'–6"	6	46'–6"
7	55'–6"	7	52'–6"
8	61'–6"	8	58'–6"
9	67'–6"	9	64'–6"
10	73'–6"	10	70'–6"
11	79'–6"	11	76'–6"
12	85'–6"	12	82'–6"
13	91'–6"	13	88'–6"
14	109'–6"	14	103'–6"
15	115'–6"	15	112'–6"
16	121'–6"	16	118'–6"
17	127'–6"	17	124'–6"
18	133'–6"	18	130'–6"
19	139'–6"	19	136'–6"

NOTES:
1) POSITION NO.2 IS ACHIEVED BY FLEETING THE SHIP FORWARD 36 INCHES
2) MINIMUM KEEL BLOCK HEIGHT IS 4ft–0"

POSITION 1 (NORMAL & ALTERNATE DOCKING ARRGMT) SIDE BLOCK DATA

(ft–inch–sixteenths)

S/B NO.	FR NO.	SIDE OF SHIP	DISTANCE FWD SRP (TO AFT SIDE OF BLOCK)	HALF BREADTH TO NOSE OF S/B FROM CL	SIDE BLOCK SHAPE (HGT ABV KEEL) "a"	"b"	"c"	"d"	S/B NO.	SIDE OF SHIP
1	55	S	52'–6 7/8"	6'–0"	2–7–14	2–6–11	3–8–10	3–6–11	1	S
1		P							1	P
2	51	S	60'–6 7/8"	7'–0"	2–5–7	2–4–9	3–3–8	3–2–4	2	S
2		P							2	P
3	46	S	70'–6 7/8"	7'–0"	2–0–4	1–11–14	2–8–3	2–7–11	3	S
3		P							3	P
4	42	S	78'–6 7/8"	7'–0"	1–10–11	1–10–10	2–5–15	2–5–14	4	S
4		P							4	P
5	38	S	86'–6 7/8"	7'–0"	1–10–8	1–10–7	2–5–13	2–5–14	5	S
5		P							5	P
6	26	S	110'–6 7/8"	5'–0"	1–5–9	1–5–15	2–3–13	2–4–12	6	S
6		P							6	P

POSITION 2 (NORMAL & ALTERNATE DOCKING ARRGMT) SIDE BLOCK DATA

(ft–inch–sixteenths)

S/B NO.	FR NO.	SIDE OF SHIP	DISTANCE FWD SRP (TO AFT SIDE OF BLOCK)	HALF BREADTH TO NOSE OF S/B FROM CL	SIDE BLOCK SHAPE (HGT ABV KEEL) "a"	"b"	"c"	"d"	S/B NO.	SIDE OF SHIP
1	56	S	50'–6 7/8"	6'–0"	2–10–10	2–9–1	4–0–3	3–10–11	1	S
1		P							1	P
2	52	S	58'–6 7/8"	7'–0"	2–7–1	2–6–1	3–6–0	3–4–8	2	S
2		P							2	P
3	47	S	68'–6 7/8"	7'–0"	2–0–15	2–0–8	2–9–1	2–8–9	3	S
3		P							3	P
4	43	S	76'–6 7/8"	7'–0"	1–10–14	1–10–11	2–6–4	2–6–1	4	S
4		P							4	P
5	39	S	84'–6 7/8"	7'–0"	1–10–9	1–10–8	2–5–13	2–5–13	5	S
5		P							5	P
6	27	S	108'–6 7/8"	5'–0"	1–5–0	1–5–5	2–2–7	2–3–3	6	S
6		P							6	P

"NORMAL" DOCK BLOCKS ARRANGEMENT

BASED ON 24" KEEL BLOCKS ON 48" CENTERS

POSITION NO.1		POSITION NO.2 FLEET SHIP FORWARD 24"	
BLOCK NO.	LOCATION FWD OF SRP	BLOCK NO.	LOCATION FWD OF SRP
1	146'–9"	1	144'–9"
2	141'–6"	2	139'–6"
3	136'–3"	3	134'–3"
4	132'–3"	4	130'–3"
5	128'–3"	5	126'–3"
6	124'–3"	6	122'–3"
7	120'–3"	7	118'–3"
8	116'–3"	8	114'–3"
9	112'–3"	9	110'–3"
10	108'–3"	10	106'–3"
11	104'–3"	11	102'–3"
15	88'–3"	15	86'–3"
16	84'–3"	16	82'–3"
17	80'–3"	17	78'–3"
18	76'–3"	18	74'–3"
.	.	.	.
.	.	.	.
.	.	.	.
33	16'–3"	33	14'–3"

NOTES:
1) ALL KEEL BLOCKS ARE SPACED 48" APART EXCEPT FOR NO.1,2 & 3 WHICH ARE 63" APART.
2) KEEL BLOCKS NO.12 & 13 BETWEEN FRAMES 29 & 34 ARE NOT INSTALLED TO ALLOW FOR CLEARANCE IN WAY OF TRANSDUCERS.
3) POSITION NO.2 IS ACHIEVED BY FLEETING THE SHIP FORWARD 24".
4) MINIMUM KEEL BLOCK HEIGHT IS 4ft–0"

NO.	TITLE	DRAWING NO.
	REFERENCES	
28	FW TANK OVERFLOW	S48–4–SK10
27	DIESEL OIL PIPING	S55–1–2
26	ELECTRICAL FOUNDATIONS	S11–13–2
25	RUDDER	S22–0–1
24	PARABOLIC BOOT TOP AND IDENTIFICATION SCHEME	S28–2–2
23	MOORING ARRGT – BOW & STERN CHOCKS	S12–1–1
22	STERN FRAME	S11–8–1
21	CVK & INNERBOTTOM GIRDERS	S11–4–1
20	AFT PEAK FRAMING & DETAILS	S11–3–6
19	TRANS FLRS & SECTS FR 56–73	S11–3–5
18	TRANS FLRS & SECTS FR 40–55	S11–3–4
17	TRANS FLRS & SECTS FR 24–39	S11–3–3
16	TRANS FLRS & SECTS FR 23–FWD	S11–3–2
15	FOREPEAK FRAMING & DETAILS	S11–3–1
14	SHELL EXPANSION – BILGE KEELS	S11–1–1
13	FINAL OFFSETS	S5–0–2
12	OUTBOARD PROFILE	S1–3–6
11	INBOARD PROFILE	S1–3–5
10	CURVES OF FORM	S29–1–125K
9	REFRIG SW SYSTEM	S48–5–10
8	SAN SYS & DECK DRAIN	S48–8–2
7	SALT WATER COOLING PIPING, ETC	S48–5–2
6	POTABLE WATER PIPING	S48–4–2
5	FIREMAIN PIPING	S48–3–2
4	BILGE, BALLAST & SW SERVICE PIPING	S48–1–3
3	LUBE OIL PIPING	S45–1–2
2	SEA CHESTS AND SUMPS	S48–23–1
1	SHIPS NAME – DRAFT MARKS – ETC	S28–2–1

REVISIONS

REV	SHT	ZONE	ITEM	DESCRIPTION	DATE	APPD
B	1	ALL	1	THIS DOCKING PLAN WAS REDRAWN UNDER TAR AMC2–010(93) BASED ON SHIPCHECKS CONDUCTED AT NORSHIPCO BRAMBLETON, NORFOLK, VA ON MARCH 10 & 17, 1993.		
B	1	ALL	2	THIS DRAWING SUPERSEDES AND REPLACES THE SHIP'S EXISTING DOCKING PLAN, OREGON II, R332 NO. S7–0–1.		
C	1	ALL	1	THIS DOCKING PLAN WAS MODIFIED UNDER TAR SSI–034(03) BASED ON MARCH 2001 DRYDOCKING INFORMATION ON TRANSDUCER INSTALLATIONS AND ALTERNATE DRYDOCKING ARRANGEMENTS.	10/6/03	RJH
C	1	ALL	2	THIS DRAWING SUPERSEDES AND REPLACES THE SHIP'S EXISTING DOCKING PLAN, OREGON II, R332 NO. S7–0–1.		
D	1	23–E 14–D 21–F 16D–21D 9D–23B 4E–23C 2E–23E	1 2 3 4 5 6 7	ADDED TRANSDUCER FAIRINGS ADDED BOW THRUSTER ADDED KEEL PROFILE ADDED ZINC LOCATIONS ADDED TABLE OF SIDE BLOCK DATA DELETED TRANSDUCER #33 RELOCATED #18, #38	APRIL 2012	BECI

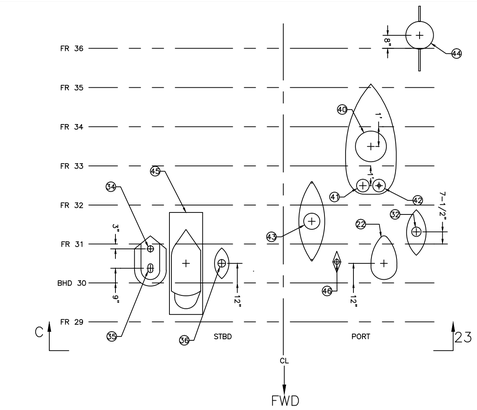
SHT	TITLE
	INDEX

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OFFICE OF NOAA CORPS OPERATIONS

DOCKING PLAN
OREGON II

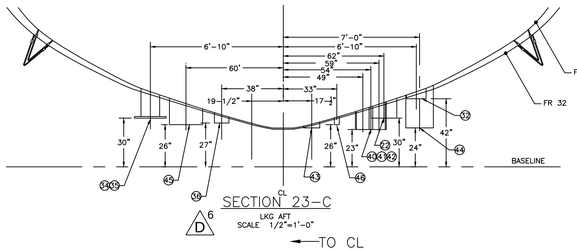
DRAWN K.L.MORRIS	DATE 4–23–93	JOHN J. McMULLEN ASSOC	
CHECKED T.N.HARDY	DATE 4–23–93	NEWPORT NEWS, VIRGINIA	
PROJECT MANAGER APPL	DATE		
NOAA DIRECTOR APPL	DATE	SIZE E	NOAA CAGE
NOAA CORPS OPN APPL	DATE	NOAA DRAWING NUMBER OT–S7–0–1	REV D
SCALE AS NOTED		CAD FILE NAME OT–S7–0–1–D	SHEET 1 OF 1

AREA 29 50 FT



PLAN 23-E

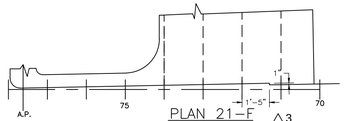
TRANSDUCER & DOPPLER SPEED LOG LOCATIONS
SCALE 1/2"=1'-0"



SECTION 23-C

LKG AFT
SCALE 1/2"=1'-0"

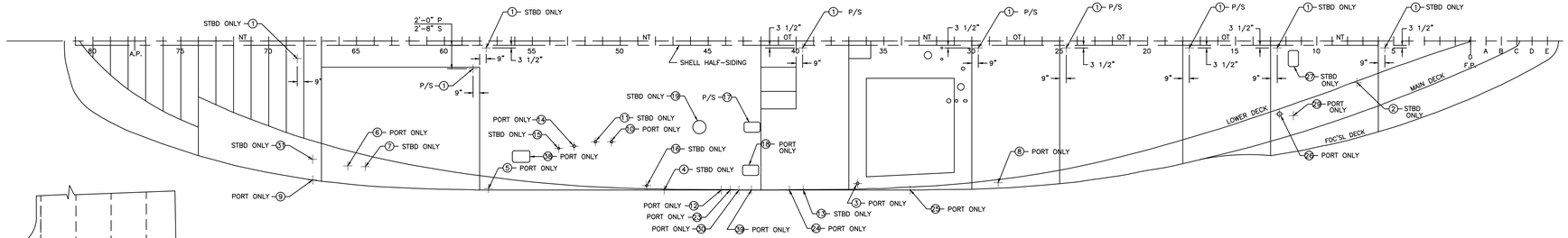
TO CL



PLAN 21-F

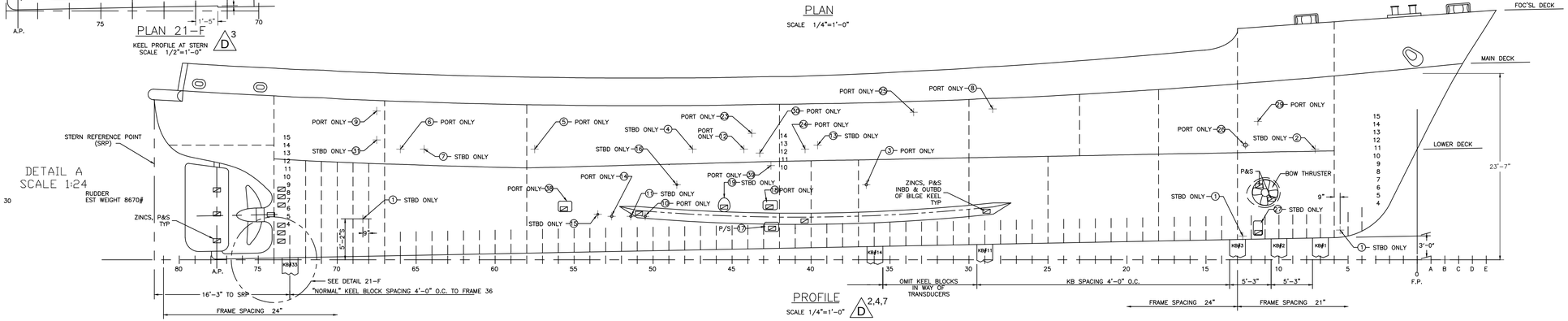
KEEL PROFILE AT STERN
SCALE 1/2"=1'-0"

NOTE:
FOR TRANSDUCER & DOPPLER
SPEED LOG LOCATIONS
SEE PLAN 23-E



PLAN

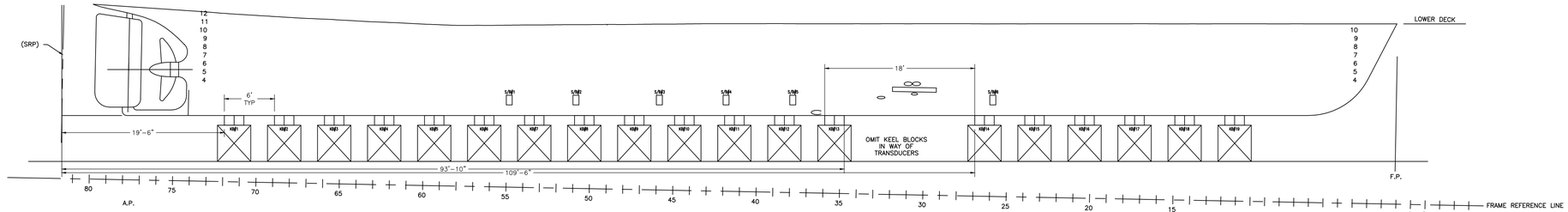
SCALE 1/4"=1'-0"



DETAIL A
SCALE 1:24

PROFILE

SCALE 1/4"=1'-0"



ALTERNATE DOCKING ARRANGEMENT, POSITION No 1

USED MARCH 2012 AT DETYENS SHIPYARDS, INC.
HULL "ROTATED" TO SHOW FLAT OF KEEL PARALLEL TO BOTTOM OF DOCK
SCALE 1/4"=1'-0"